Grain Transportation Report

A weekly publication of the
Transportation and Marketing Programs/Transportation Services Branch
www.ams.usda.gov/tmdtsb/grain

Contact Us

January 25, 2007

Contents

The next release is February 1, '07

Weekly Highlights

Grain Car Loadings Rebound but Weaker than Same Period Last Year

U.S. **railroads originated** 24,723 carloads of grain during the week ending January 13, up 18.6 percent from the previous week, but down 4.1 percent from the same week last year, and down 1.3 percent from the 3-year average. Total carload traffic was 5.3 percent lower than the same week last year, reflecting weak traffic demand for lumber and wood products, metals and metal products, and motor vehicles.

Grain Inspections at Major U.S. Ports Mixed

During the week of January 18, total **inspections of corn, wheat, and soybeans** at major U.S. ports increased 9.3 percent from the previous week to 2.11 million metric tons (mmt). Corn inspections increased 22 percent to 1.03 mmt and wheat inspections increased 29 percent to 0.54 mmt. Soybean inspections dropped 19 percent to 0.55 mmt.

Illinois River Barge Rates Fall

As barge operators adjusted from a mid-January spike in rates, Illinois River barge rates decreased 27 percent from last week, from 393 percent of tariff to 286. Barge rates will likely fluctuate in the near future, especially with changes in the volumes of upbound movements on the river. Upbound steel and cement shipments have leveled off or decreased, but upbound fertilizer shipments may rise to meet the demand of a predicted increase in corn plantings next spring.

Grain Movements on the Mississippi River Decline

In the week ending January 20, 633,000 tons of grain moved through the Mississippi River System, down 19 percent from the previous week but 28 percent higher than the same week last year. About 669 grain barges were unloaded in New Orleans, down 13 percent from the previous week but up 13 percent from the same week last year.

Snapshot by Sector

Ocean

In the week ending January 18, fifty-one **U.S. Gulf grain vessels** were loaded, 6.3 percent more than a year ago. Seventy-three vessels were due within the next 10 days.

Barge

The number of **upbound empty barges** at Mississippi Locks and Dam 27 decreased to 137 in the week ending January 21, 32 percent lower than the previous week.

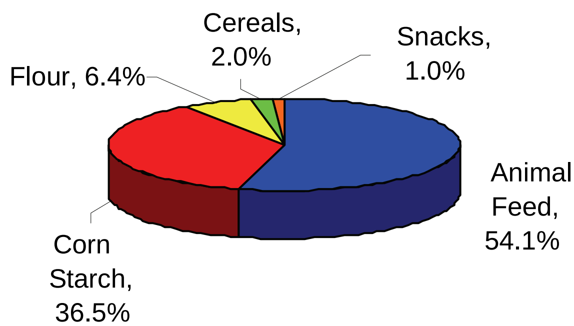
Fuel

Diesel fuel prices were $2.43 during the week ending January 22, down 1.3 percent from last week, and 1.7 percent lower than last year.

Feature Article/Calendar

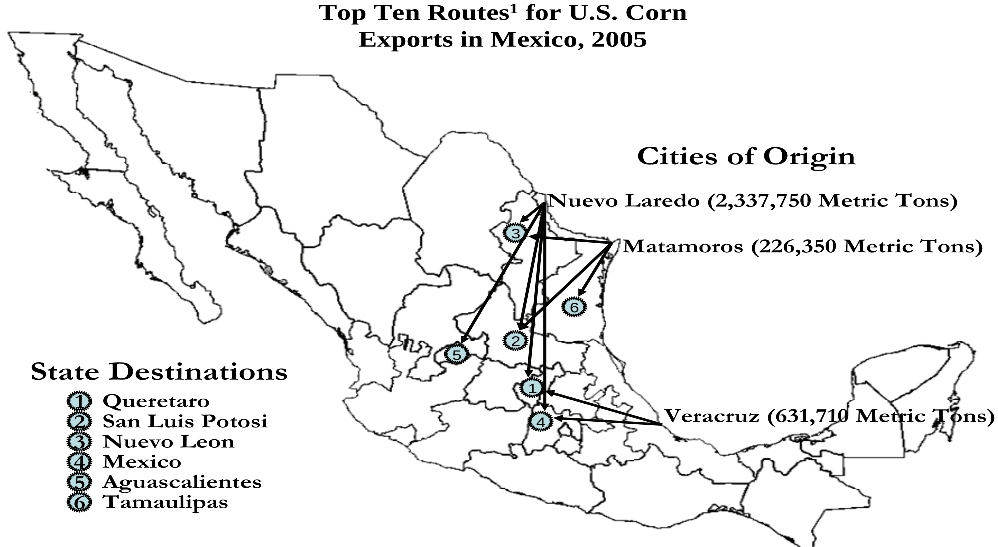
Half of U.S. Corn Exported to Mexico Used as Animal Feed. A recent study carried out by Texas A&M University and sponsored by the Agricultural Marketing Service showed that 54 percent of the 5.4 million metric tons of U.S. corn shipped to Mexico in 2004 was used as animal feed. Thirty-seven percent was made into corn starch and 9.4 percent was used for flour, cereals, and snack foods (figure to the left). United States corn was shipped to 24 destinations in Mexico. Jalisco was the most frequent destination, followed by Queretaro, Estado de Mexico, Sonora, Durango, and Veracruz. Rail was the major mode of transport, hauling 63 percent of tonnage. Major rail destinations were the Mexican states of Queretaro, San Luis Potosi, Estado de Mexico, Nuevo Leon, and Jalisco (figure below). Nuevo Laredo (rail) and Port of Veracruz (ocean) are the major points of entry of U.S. corn into Mexico. Corn dominated U.S. grain and soybean exports to Mexico, accounting for 37 percent of the volume in 2005. Soybeans accounted for 22 percent, followed by wheat, grain sorghum, and rice. Soybeans, however, accounted for the highest *value*, with 34 percent during 2005, followed by corn, wheat, sorghum, and rice. Twenty-nine percent of 2005 U.S. soybeans exports to Mexico were hauled by rail, mostly to Guanajuato, Nuevo Leon, Hidalgo, Tamaulipas, and Jalisco. For more information, see *Tracking U.S. Grain and Soybean Exports in Mexico*. delmy.salin@usda.gov

U.S. corn exports to Mexico by use, 2004



Source: SIAP. SAGARPA

Top Ten Routes[1] for U.S. Corn Exports in Mexico, 2005



[1]Routes do not show all Mexican railroad destinations because not all railroad participated in the study

Grain Transportation Indicators

Table 1

Grain Transport Cost Indicators[1]

	Truck	Rail[2]	Barge	Ocean	
Week ending				Gulf	Pacific
01/24/07	163	-1	159	n/a	n/a
01/17/07	165	-30	218	n/a	n/a

[1]Indicator: Base year 2000 = 100; Weekly updates include truck = diesel ($/gallon); rail = nearby secondary rail market ($/car); barge = spot Illinois River basis (index = percent of tariff rate); and ocean = routes to Japan ($/metric ton)

[2]The rail indicator is not an index. It is the difference between the nearby secondary rail market bid for this week and the average bid for year 2000 (+) 100.

Source: Transportation & Marketing Programs/AMS/USDA

Table 2

Market Update: U.S. Origins to Export Position Price Spreads ($/bushel)

Commodity	Origin--Destination	1/19/2007	1/12/2007
Corn	IL--Gulf	-0.58	-0.54
Corn	NE--Gulf	-0.61	-0.56
Soybean	IA--Gulf	-0.93	n/a
HRW	KS--Gulf	-0.90	-0.90
HRS	ND--Portland	-1.18	-1.19

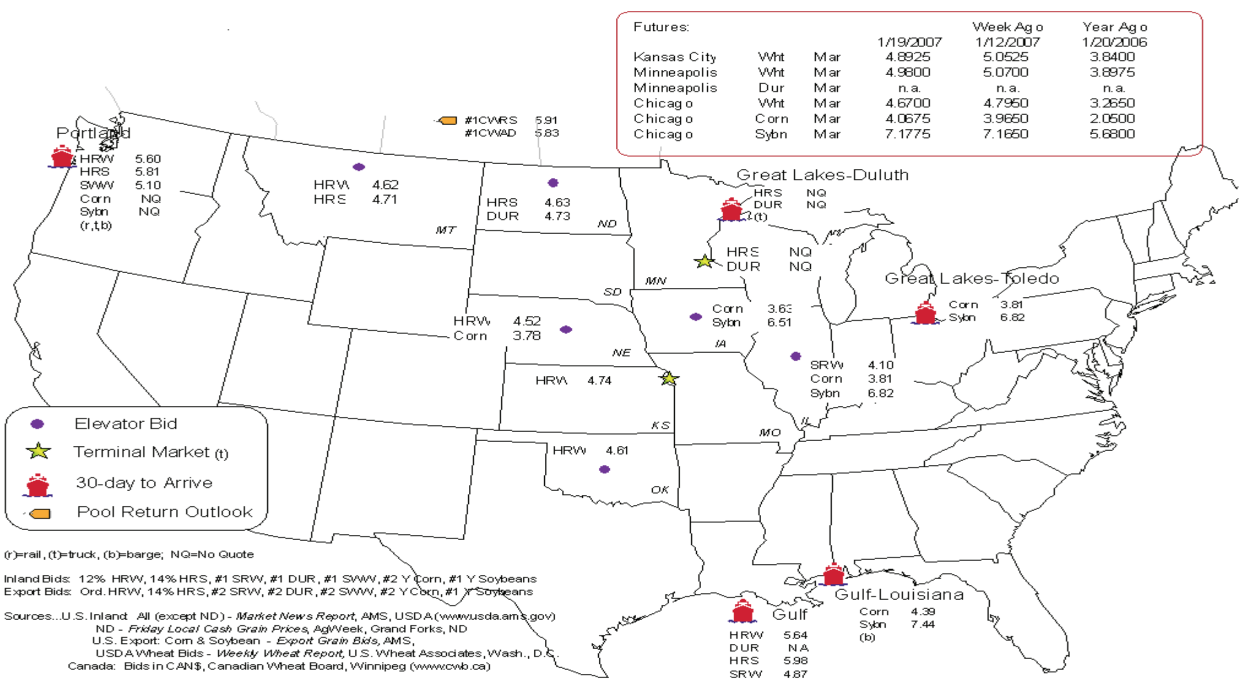
Note: nq = no quote

Source: Transportation & Marketing Programs/AMS/USDA

The **grain bid summary** illustrates the market relationships for commodities. Positive and negative adjustments in differential between terminal and futures markets, and the relationship to inland market points, are indicators of changes in fundamental market supply and demand. The map may be used to monitor market and time differentials.

Figure 1

Grain bid summary



Rail Transportation

Table 3
Rail Deliveries to Port (carloads)[1]

Week ending	Mississippi Gulf [2]	Texas Gulf	Cross-Border Mexico	Pacific Northwest	Atlantic & East Gulf	Total
1/17/2007[p]	2,320	764	377	4,481	359	8,301
1/10//2007[r]	2,137	1,397	435	5,066	962	9,997
2007 YTD	6,113	4,331	1,227	13,887	1,928	27,486
2006 YTD	4,647	6,908	1,940	12,023	1,397	26,915
2007 YTD as % of 2006 YTD	132	63	63	116	138	102
Last 4 weeks as % of 2006 [3]	136	67	61	115	137	103
Last 4 weeks as % of 4-year avg.[3]	n/a	80	47	132	123	n/a
Total 2006	96,593	99,766	45,971	213,682	29,334	485,346
Total 2005	50,677	99,864	60,879	223,328	15,752	450,500

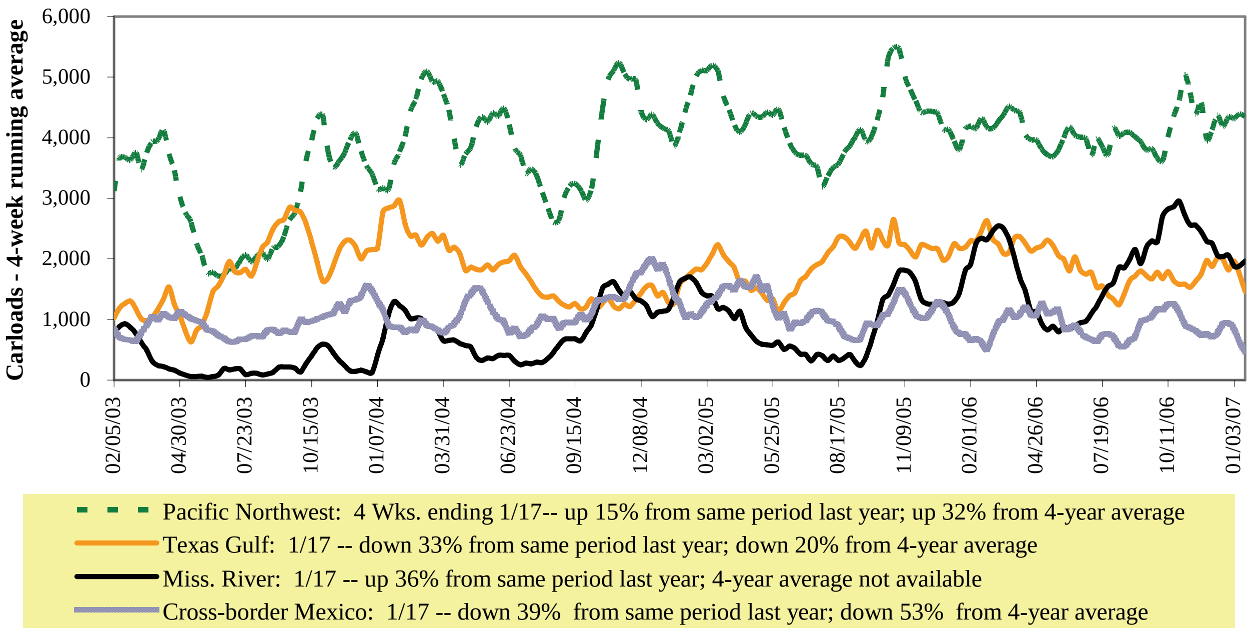
[1] Data is incomplete as it is voluntarily provided; [2] Mississippi Gulf data back to January, 2004 from several new sources has been added resulting in large increases in the numbers reported; [3] Compared with same 4-weeks in 2006 and prior 4-year average.

YTD = year-to-date; p = preliminary data; r = revised data; n/a = not available

Source: Transportation & Marketing Programs/AMS/USDA

Railroads originate approximately 35 percent of U.S. grain shipments. Trends in these loadings are indicative of market conditions and expectations.

Figure 2
Rail Deliveries to Port



Source: Transportation & Marketing Programs/AMS/USDA

Table 4

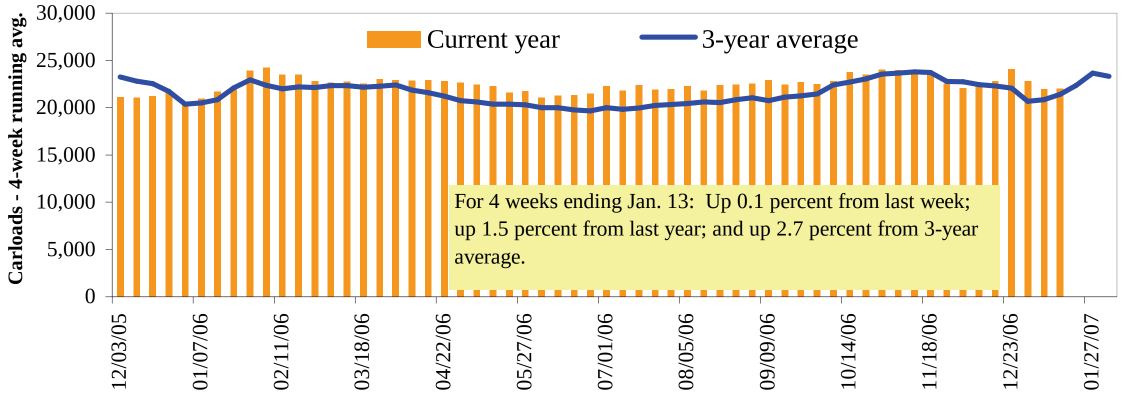
Class I Rail Carrier Grain Car Bulletin (grain carloads originated)

Week ending	East		West			U.S. total	Canada	
	CSXT	NS	BNSF	KCS	UP		CN	CP
01/13/07	3,458	3,358	11,807	566	5,534	24,723	5,209	3,862
This week last year	3,905	3,397	10,825	638	7,018	25,783	5,564	4,866
2007 YTD	6,621	6,496	21,276	1,176	9,997	45,566	10,420	8,205
2006 YTD	7,066	6,964	20,247	1,331	12,820	48,428	10,036	8,246
2007 YTD as % of 2006 YTD	94	93	105	88	78	94	104	100
Last 4 weeks as % of 2006[1]	104	97	110	113	89	102	113	104
Last 4 weeks as % of 3-yr avg.[1]	109	97	110	112	90	103	117	112
Total 2006	164,056	168,819	515,102	28,629	301,197	1,177,803	258,932	238,765

[1]As a percent of the same period in 2005 and the prior 3-year average. YTD = year-to-date.

Source: Association of American Railroads (www.aar.org)

Total Weekly U.S. Class I Railroad Grain Car Loadings



Source: Association of American Railroads

Table 5

Rail Car Auction Offerings[1] ($/car)[2]

Week ending	Delivery period							
1/20/2007	Feb-07	Feb-06	Mar-07	Mar-06	Apr-07	Apr-06	May-07	May-06
BNSF[3]								
COT grain units	1	n/a	no bids	no offer	no bids	no offer	no bids	3
COT grain single-car[5]	0	n/a	0	n/a	$0	n/a	$0	n/a
UP[4]								
GCAS/Region 1	no bids	n/a	no bids	90	no offer	no offer	no offer	no offer
GCAS/Region 2	no bids	n/a	no bids	139	no offer	no offer	no offer	no offer

[1]Auction offerings are for single-car and unit train shipments only.

[2]Average premium/discount to tariff, last auction

[3]BNSF - COT = Certificate of Transportation; N. grain and S. grain bids were combined effective the week ending 6/24/06.

[4]UP - GCAS = Grain Car Allocation System

Region 1 includes: AR, IL, LA, MO, NM, OK, TX, WI, and Duluth, MN.

Region 2 includes: CO, IA, KS, MN, NE, WY, and Kansas City and St. Joseph, MO.

[5]Range is shown because average is not available. Not available = n/a.

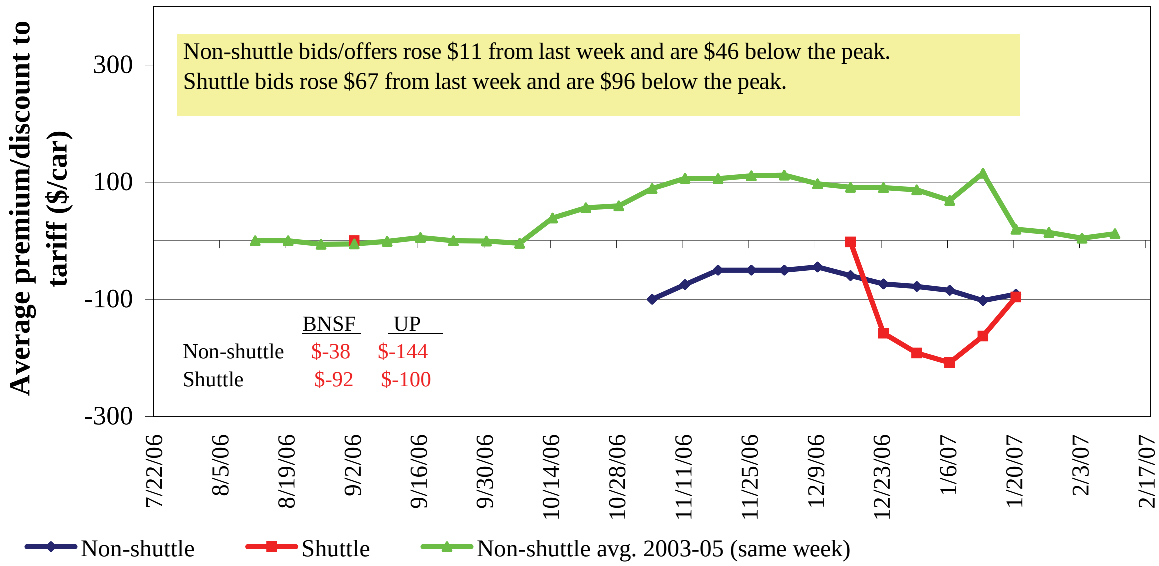
Source: Transportation & Marketing Programs/AMS/USDA. n/a = not applicable

Rail service may be ordered directly from the railroad via **auction** for guaranteed service, or via tariff for nonguaranteed service, or through the secondary railcar market.

The **secondary rail market** information reflects trade values for service that was originally purchased from the railroad carrier as some form of guaranteed freight. The **auction and secondary rail** values are indicators of rail service quality and demand/supply.

Figure 4

Bids/Offers for Railcars to be Delivered in February 2007, Secondary Market



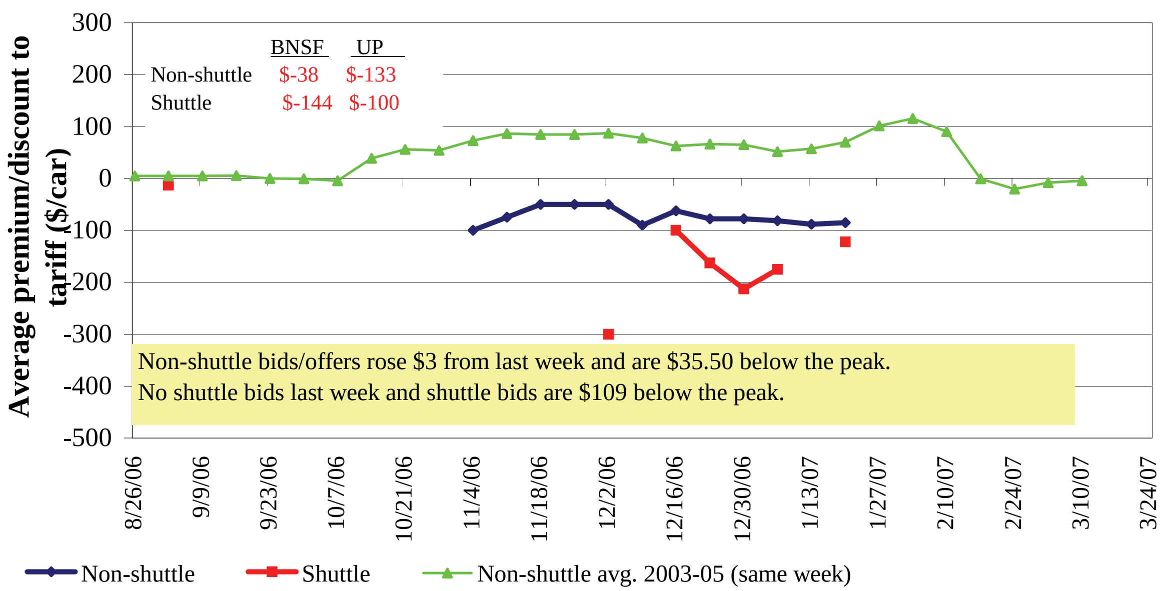
Non-shuttle bids include unit-train and single-car bids.

Excluded 2006 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 5

Bids/Offers for Railcars to be Delivered in March 2007, Secondary Market



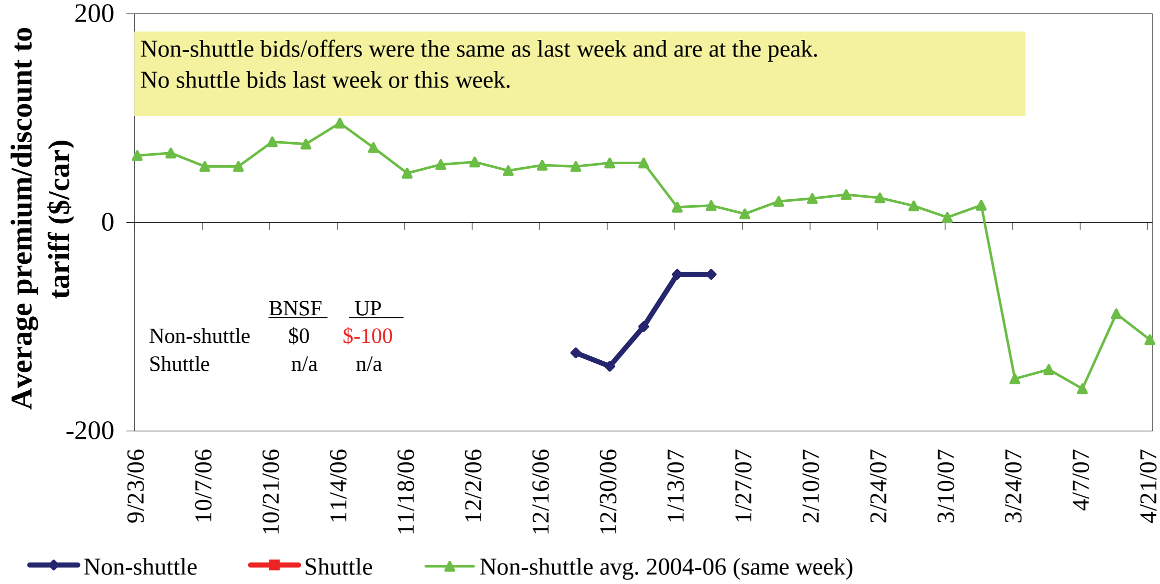
Non-shuttle bids include unit-train and single-car bids.

Excluded 2006 from the 3-year non-shuttle average due to abnormally high rates following Hurricanes Katrina and Rita.

Source: Transportation & Marketing Programs/AMS/USDA

Figure 6

Bids/Offers for Railcars to be Delivered in April 2007, Secondary Market



Non-shuttle bids include unit-train and single-car bids.

Source: Transportation & Marketing Programs/AMS/USDA

Table 6

Weekly Secondary Rail Car Market ($/car)[1]

Week ending	Delivery period					
1/20/2007	Feb-07	Mar-07	Apr-07	May-07	Jun-07	Jul-07
Non-shuttle						
BNSF-GF	-38	-38	0	0	0	0
Change from last week	-9	6	0	0	0	0
Change from same week 2006	n/a	-38	25	42	25	8
UP-Pool	-144	-133	-100	n/a	n/a	n/a
Change from last week	31	0	0	n/a	n/a	n/a
Change from same week 2006	n/a	-116	-100	n/a	n/a	n/a
Shuttle[2]						
BNSF-GF	-92	-144	n/a	n/a	n/a	n/a
Change from last week	-71	n/a	n/a	n/a	n/a	n/a
Change from same week 2006	n/a	n/a	n/a	n/a	n/a	n/a
UP-Pool	-100	-100	n/a	n/a	n/a	n/a
Change from last week	n/a	n/a	n/a	n/a	n/a	n/a
Change from same week 2006	n/a	n/a	n/a	n/a	n/a	n/a

[1]Average premium/discount to tariff, $/car-last week

[2]Shuttle bids are a new data series; prior to this we provided only non-shuttle rates.

Note: Bids listed are market INDICATORS only & are NOT guaranteed prices,
Missing value = n/a; GF = guaranteed freight; Pool = guaranteed pool

Sources: Transportation and Marketing Programs/AMS/USDA

Data from Atwood/ConAgra, Harvest States Co-op, James B. Joiner Co., Tradewest Brokerage Co.

Table 7

Tariff Rail Rates for Unit and Shuttle Train Shipments[1]

Effective date: 1/8/2007	Origin region	Destination region	Rate/car	As % of same month last year	Rate per metric ton	Rate per bushel[2]
Unit train[1]						
Wheat	Chicago, IL	Albany, NY	$2,175	117	$23.97	$0.65
	Kansas City, MO	Galveston, TX	$2,120	105	$23.37	$0.64
	South Central, KS	Galveston, TX	$2,650	108	$29.21	$0.80
	Minneapolis, MN	Houston, TX	$3,020	125	$33.29	$0.91
	St. Louis, MO	Houston, TX	$2,560	108	$28.22	$0.77
	South Central, ND	Houston, TX	$4,349	102	$47.94	$1.30
	Minneapolis, MN	Portland, OR	$3,840	97	$42.33	$1.15
	South Central, ND	Portland, OR	$3,840	97	$42.33	$1.15
	Northwest, KS	Portland, OR	$4,590	102	$50.60	$1.38
	Chicago, IL	Richmond, VA	$2,383	110	$26.27	$0.71
Corn	Chicago, IL	Baton Rouge, LA	$2,810	108	$30.97	$0.79
	Council Bluffs, IA	Baton Rouge, LA	$2,670	108	$29.43	$0.75
	Kansas City, MO	Dalhart, TX	$2,904	123	$32.01	$0.81
	Minneapolis, MN	Portland, OR	$4,050	129	$44.64	$1.13
	Evansville, IN	Raleigh, NC	$2,231	114	$24.59	$0.62
	Columbus, OH	Raleigh, NC	$2,120	115	$23.37	$0.59
	Council Bluffs, IA	Stockton, CA	$5,060	140	$55.78	$1.42
Soybeans	Chicago, IL	Baton Rouge, LA	$2,855	108	$31.47	$0.86
	Council Bluffs, IA	Baton Rouge, LA	$2,715	108	$29.93	$0.81
	Minneapolis, MN	Portland, OR	$3,960	110	$43.65	$1.19
	Evansville, IN	Raleigh, NC	$2,231	114	$24.59	$0.67
	Chicago, IL	Raleigh, NC	$2,831	111	$31.21	$0.85
Shuttle Train						
Wheat	St. Louis, MO	Houston, TX	$1,920	105	$21.16	$0.58
	Minneapolis, MN	Portland, OR	$3,540	94	$39.02	$1.06
Corn	Fremont, NE	Houston, TX	$2,268	98	$25.00	$0.64
	Minneapolis, MN	Portland, OR	$3,168	105	$34.92	$0.89
Soybeans	Council Bluffs, IA	Houston, TX	$2,412	100	$26.59	$0.72
	Minneapolis, MN	Portland, OR	$3,303	104	$36.41	$0.99

[1]A unit train refers to shipments of at least 52 cars. Shuttle train rates are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2]Approximate load per car = 100 short tons: corn 56 lbs./bu., wheat & soybeans 60 lbs./bu.

Sources: www.bnsf.com, www.cpr.ca, www.csx.com, www.uprr.com

Table 8

Tariff Rail Rates for U.S. Bulk Grain Shipments to U.S.-Mexico Border Crossings

Effective date:	1/08/07				**As % of**		
Commodity	**Origin state**	**Border crossing region**	**Train size**[1]	**Tariff rate**[2]	**same month last year**	**Rate per metric ton**	**Rate per bushel**[3]
Wheat	KS	Brownsville, TX	Shuttle	$2,959	104	$30.23	$0.82
	ND	Eagle Pass, TX	Unit	$4,545	111	$46.44	$1.26
	OK	El Paso, TX	Shuttle	$2,235	100	$22.84	$0.62
	OK	El Paso, TX	Unit	$2,540	104	$25.95	$0.71
	AR	Laredo, TX	Unit	$2,600	109	$26.57	$0.72
	IL	Laredo, TX	Unit	$3,405	107	$34.79	$0.95
	MT	Laredo, TX	Shuttle	$3,980	100	$40.67	$1.11
	TX	Laredo, TX	Shuttle	$2,274	105	$23.23	$0.63
	MO	Laredo, TX	Shuttle	$2,840	104	$29.02	$0.79
	WI	Laredo, TX	Unit	$3,623	106	$37.02	$1.01
Corn	NE	Brownsville, TX	Shuttle	$3,761	106	$38.43	$0.98
	NE	Brownsville, TX	Unit	$4,001\ [4]	110	$40.88	$1.04
	IA	Eagle Pass, TX	Unit	$3,991	106	$40.78	$1.03
	MO	Eagle Pass, TX	Shuttle	$3,850\ [4]	127	$39.34	$1.00
	NE	Eagle Pass, TX	Shuttle	$4,250\ [4]	118	$41.52	$1.05
	IA	Laredo, TX	Shuttle	$3,915	106	$40.00	$1.02
Soybean	IA	Brownsville, TX	Shuttle	$3,537	107	$36.14	$0.98
	MN	Brownsville, TX	Shuttle	$3,718	103	$37.99	$1.03
	NE	Brownsville, TX	Shuttle	$3,345	107	$34.18	$0.93
	NE	Eagle Pass, TX	Shuttle	$3,422	107	$34.96	$0.95
	IA	Laredo, TX	Unit	$3,575	106	$36.53	$0.99

[1] A unit train refers to shipments of at least 52 cars. Shuttle train are available for qualified shipments of more than 100 cars that meet railroad efficiency requirements.

[2] Rates are based upon published tariff rates for high-capacity rail cars.

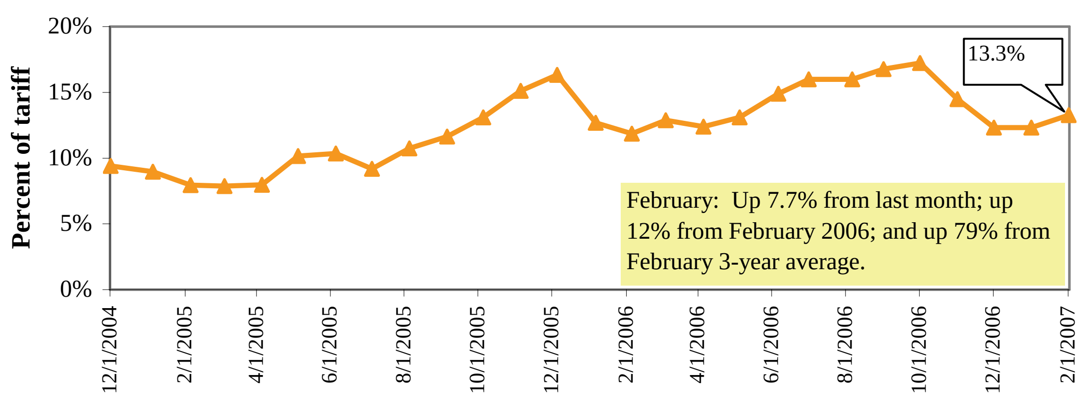
[3] Approximate load per car = 97.87 metric tons: Corn 56 lbs/bu, Wheat & Soybeans 60 lbs/bu

[4] High-capacity rate not available, rate estimated using published low-capacity tariff rate x 1.08

Sources: www.bnsf.com, www.uprr.com

Figure 7

Railroad Fuel Surcharges, North American Weighted Average[1]



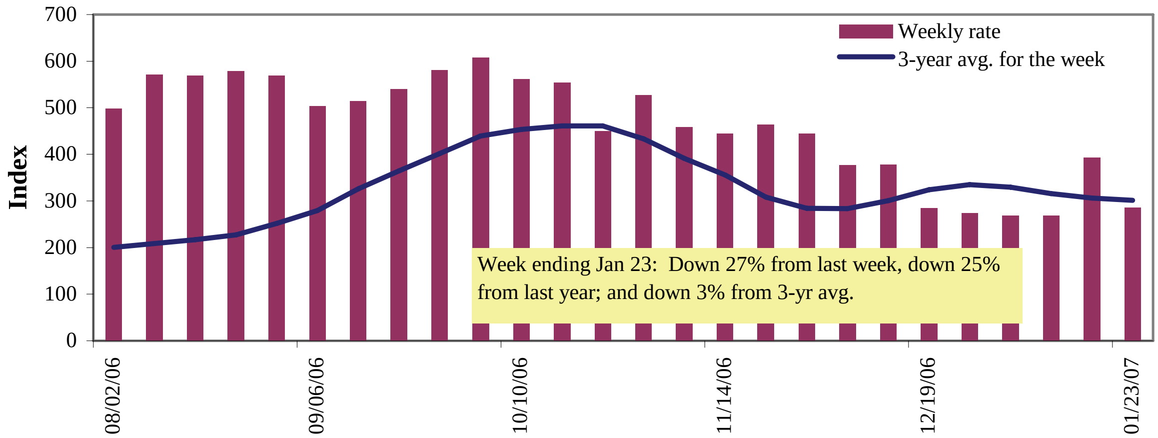
[1] Weighted by each Class I railroad's proportion of grain traffic for the prior year.

Sources: www.bnsf.com, www.cn.ca, www8.cpr.ca, www.csx.com, www.kcsi.com, www.nscorp.com, www.uprr.com

Barge Transportation

Figure 8

Illinois River Barge Rate Index - Quotes[1,2]



[1] Index = percent of tariff rate; [2]4-week moving average for the 3-year average

Source: Transportation & Marketing Programs/AMS/USDA

Table 9

Weekly Barge Rate Quotes: Southbound Barge Freight

		Twin Cities	Mid-Mississippi	Illinois River	St. Louis	Cincinnati	Lower Ohio	Cairo-Memphis
Index[1]	1/23/2007	n/a	n/a	286	272	340	340	258
	1/16/2007	n/a	n/a	393	371	352	353	338
$/ton	1/23/2007	n/a	n/a	13.27	10.85	15.95	13.74	8.10
	1/16/2007	n/a	n/a	18.24	14.80	16.51	14.26	10.61
Current week % change from the same week:								
	Last year	n/a	n/a	-25	-24	9	5	-8
	3-year avg. [2]	n/a	n/a	-3	3	27	32	-10
Index	February	n/a	n/a	295	263	316	316	259
	April	381	338	326	290	297	297	270

[1]Index = percent of tariff, based on 1976 tariff benchmark rate; [2]4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Calculating barge rate per ton:
(Index * 1976 tariff benchmark rate per ton)/100

Select applicable index from market quotes included in tables on this page. The 1976 benchmark rates per ton are provided in map (see figure 9).

Figure 9

Benchmark tariff rates

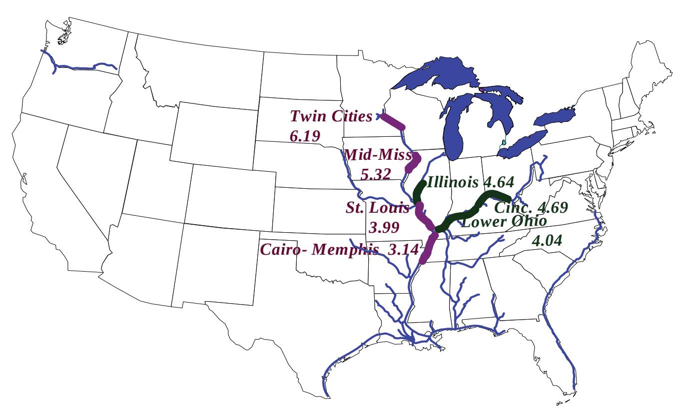
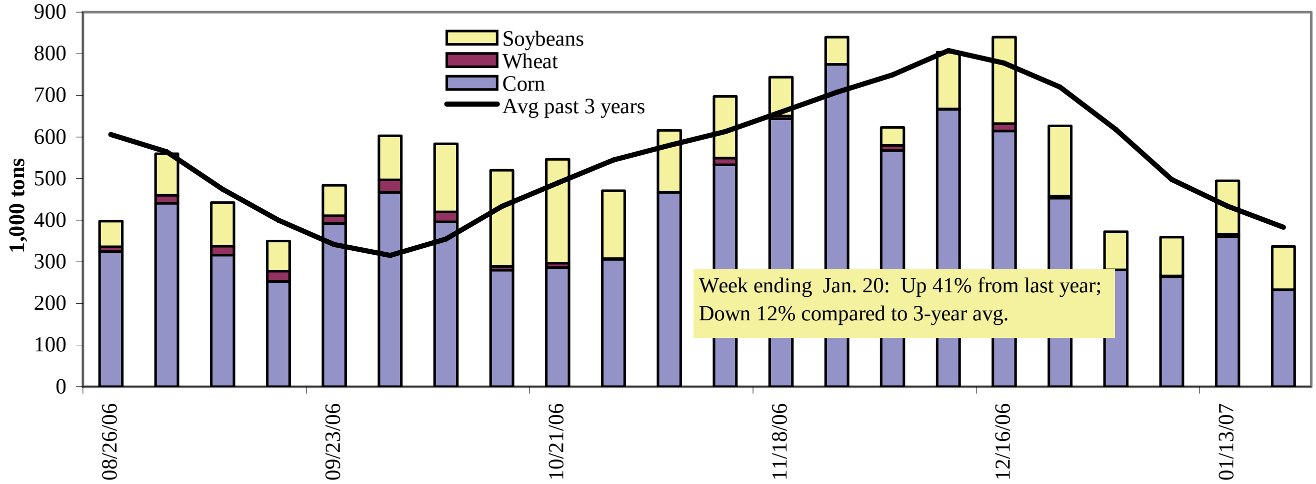


Figure 10

Barge Movements on the Mississippi River[1] (Locks 27 - Granite City, IL)



[1] The 3-year average is a 4-week moving average.

Source: Transportation & Marketing Programs/AMS/USDA

Table 10

Barge Grain Movements (1,000 tons)

Week ending 1/20/2007	Corn	Wheat	Soybeans	Other	Total
Mississippi River					
Rock Island, IL (L15)	0	0	0	0	0
Winfield, MO (L25)	18	0	0	0	18
Alton, IL (L26)	258	0	103	13	374
Granite City, IL (L27)	233	0	104	13	349
Illinois River (L8)	256	0	86	13	355
Ohio River (L52)	156	2	98	0	255
Arkansas River (L1)	0	4	22	1	28
Weekly total - 2007	389	6	224	14	633
Weekly total - 2006	356	19	118	2	493
2007 YTD[1]	1,188	59	610	37	1,894
2006 YTD	1,117	58	412	63	1,650
2007 as % of 2006 YTD	106	101	148	59	115
Last 4 weeks as % of 2006[2]	97	94	140	55	106
Total 2006	27,439	1,442	7,733	719	37,332

[1] Weekly total, YTD (year-to-date) and calendar year total includes Miss/27, Ohio/52, and Ark/1; "Other" refers to oats, barley, sorghum, and rye.

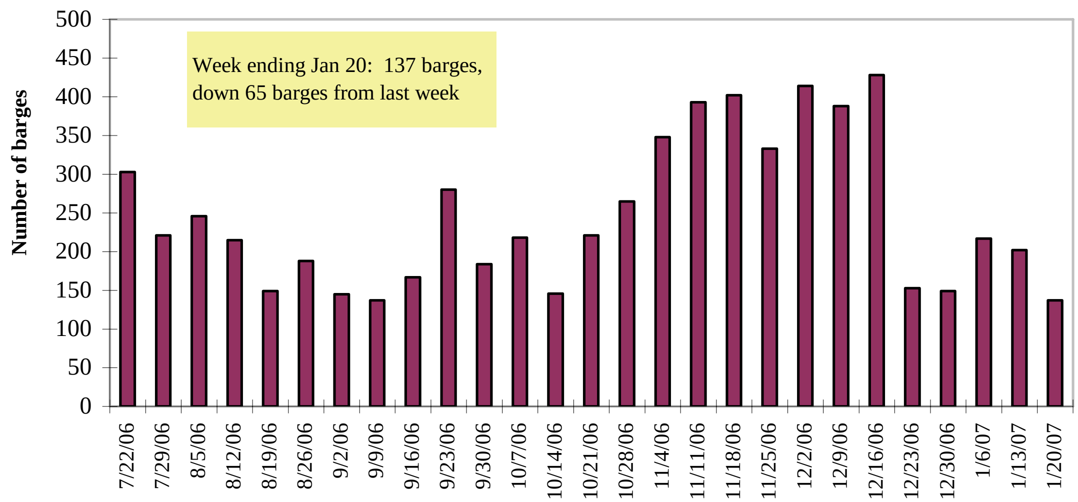
[2] As a percent of same period in 2006.

Note: Total may not add exactly, due to rounding

Source: U.S. Army Corps of Engineers (www.mvr.usace.army.mil/mvrimi/omni/webrpts/default.asp)

Figure 11

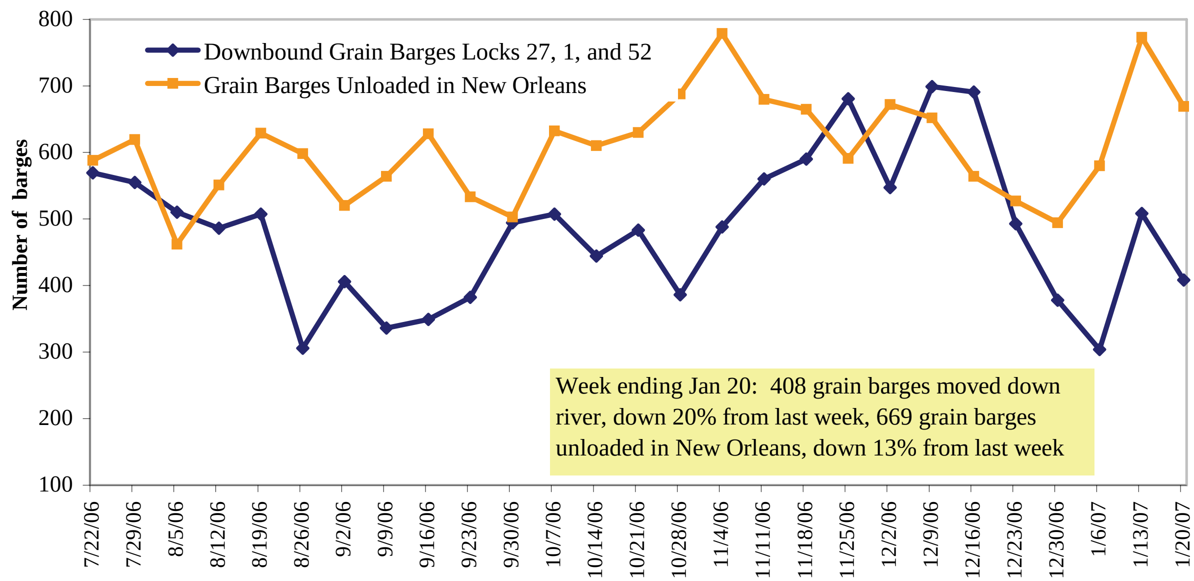
Upbound Empty Barges Transiting Mississippi River Lock 27



Source: Army Corps of Engineers

Figure 12

Grain Barges for Export in New Orleans Region



Source: Army Corps of Engineers and GIPSA

Truck Transportation

The **weekly diesel price** provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for truck grain movements, accounting for 37 percent of the estimated variable cost.

Table 11

Retail on-Highway Diesel Prices[1], Week Ending 1/22/07 (US$/gallon)

Region	Location	Price	Change from Week ago	Change from Year ago
I	East Coast	2.421	-0.016	-0.095
	New England	2.582	-0.040	-0.086
	Central Atlantic	2.525	-0.034	-0.085
	Lower Atlantic	2.361	-0.007	-0.101
II	Midwest[1]	2.371	-0.037	-0.052
III	Gulf Coast[2]	2.361	-0.030	-0.071
IV	Rocky Mountain	2.586	-0.039	0.151
V	West Coast	2.695	-0.054	0.087
	California	2.742	-0.031	0.068
Total	U.S.	2.430	-0.033	-0.042

[1]Diesel fuel prices include all taxes.

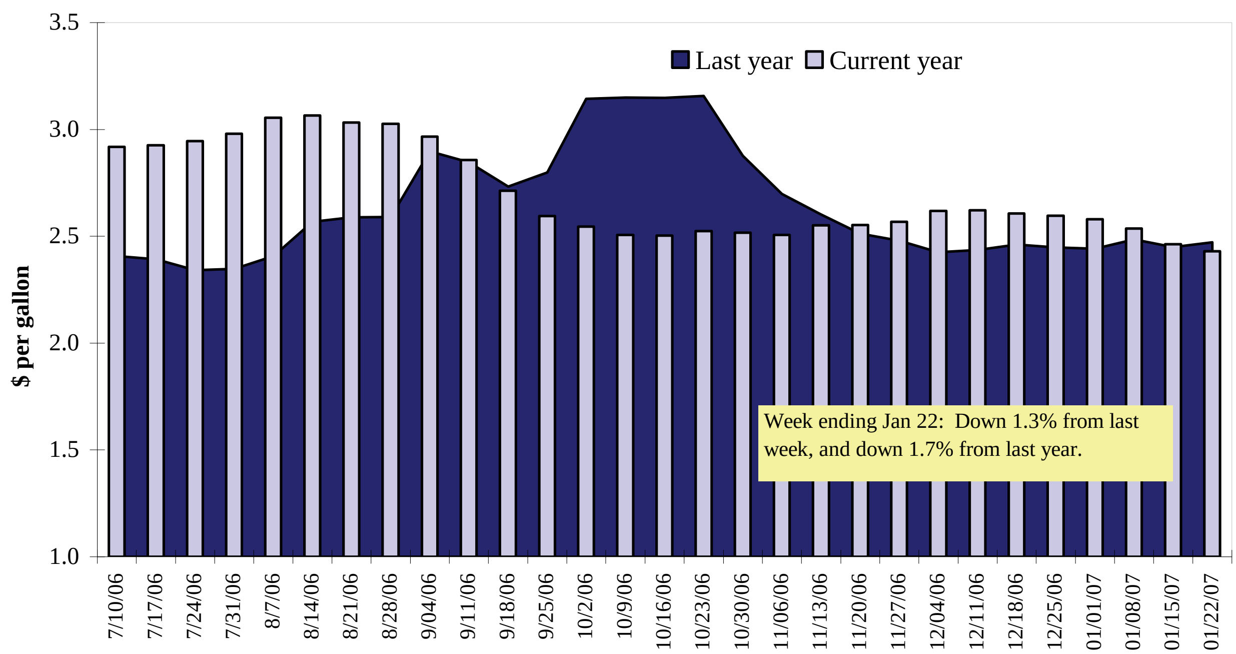
[2]Same as North Central

[3]Same as South Central

Source: Energy Information Administration/U.S. Department of Energy (www.eia.doe.gov)

Figure 13

Weekly Diesel Fuel Prices, U.S. Average



Source: Retail On-Highway Diesel Prices, Energy Information Administration, Dept. of Energy

Grain Exports

Table 12

U.S. Export Balances and Cumulative Exports (1,000 metric tons)

	Wheat						Corn	Soybeans	Total
Week ending[1]	HRW	SRW	HRS	SWW	DUR	All wheat			
Export Balances									
1/11/2007	1,545	570	1,191	1,088	74	4,468	12,246	7,139	23,853
This week year ago	2,319	309	1,067	732	97	4,525	6,184	4,870	15,579
Cumulative exports-crop year [2]									
2006/07 YTD	3,661	2,104	3,998	2,973	540	13,277	20,731	14,466	48,474
2005/06 YTD	6,893	1,311	5,010	2,619	516	16,350	17,639	11,844	45,833
YTD 2006/07 as % of 2005/06	53	160	80	114	105	81	118	122	106
Last 4 wks as % of same period 2005/06	65	177	115	135	85	96	192	145	150
2005/06 Total	10,459	2,037	7,244	4,159	930	24,828	54,354	25,570	104,752
2004/05 Total	9,407	3,217	8,083	4,773	686	26,166	44,953	29,878	100,997

[1] Current unshipped export sales to date

[2] Shipped export sales to date, new crop year now in efect for wheat, corn, and soybeans

Note: YTD = year-to-date. Crop year: wheat = 6/01-5/31, corn & soybeans = 9/01-8/31

Source: Foreign Agricultural Service/USDA (www.fas.usda.gov)

Table 13

Top 5 Importers[1] of U.S. Corn

Week ending 01/11/07	Total Commitments[2]		% change	Exports[3]
	2006/07	2005/06	current CY	
Crop Year (CY)	Current CY	Last CY	from last CY	2005/06
	- 1,000 mt -			- 1,000 mt -
Japan [4]	9,112	7,869	16	16,474
Mexico	5,655	3,198	77	6,653
Korea	2,281	1,313	74	5,573
Taiwan	2,645	2,527	5	4,951
Egypt [5]	1,615	1,655	(2)	4,298
Top 5 importers	**21,308**	**16,562**	**29**	**37,949**
Total US corn export sales	**32,977**	**23,823**	**38**	
Top 5 importers' share of U.S. corn export sales	65%	70%		
USDA forecast, Jan. 2007	**57,150**	**54,610**	**5**	
Corn Use for Ethanol USDA forecast, Jan. 2007	**54,610**	**40,640**	**34**	

(n) indicates negative number.

[1] Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2] Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Not included - FAS Daily Press Release: Corn Export Sales to Japan on 1/22: 121,920 mt for 2006/07.

[5] Not included - FAS Daily Press Release: Corn Export Sales to Egypt on 1/19: 120,000 mt for 2006/07.

Table 14

Top 5 Importers[1] of U.S. Soybeans

Week ending 01/11/07 Crop Year (CY)	Total Commitments[2] 2006/07 Current CY	 2005/06 Last CY	% change current CY from last CY	Exports[3] 2005/06
	- 1,000 mt -			- 1,000 mt -
China	9,044	6,779	33	9,706
Mexico	1,826	1,744	5	3,594
Japan	1,842	1,712	8	3,019
EU-25	2,355	1,345	75	2,123
Taiwan	1,162	898	29	1,850
Top 5 importers	**16,229**	**12,478**	**30**	**20,292**
Total US soybean export sales	**21,605**	**16,714**	**29**	
Top 5 importers' share of U.S. soybean export sales	75%	75%		
USDA forecast, Jan. 2007	**30,480**	**25,800**	**18**	

(n) indicates negative number.

[1]Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Sep 1 - Aug 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped).

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

Table 15

Top 10 Importers[1] of All U.S. Wheat

Week ending 01/11/07 Crop Year (CY)	Total Commitments[2] 2006/07 Current CY	 2005/06 Last CY	% change current CY from last CY	Exports[3] 2005/06
	- 1,000 mt -			- 1,000 mt -
Nigeria [4]	1,765	2,689	(34)	3,098
Japan	2,480	2,320	7	3,061
Mexico	1,548	2,006	(23)	2,625
Iraq	798	2,134	(63)	1,237
Philippines	1,489	1,416	5	1,878
Egypt	1,510	990	53	1,952
Korea, South	948	858	11	1,191
Venezuela	520	813	(36)	1,085
Taiwan	728	691	5	953
Italy	444	640	(31)	748
Top 10 importers	**12,229**	**14,558**	**(16)**	**17,827**
Total US wheat export sales	**17,745**	**20,874**	**(15)**	
Top 10 importers' share of U.S. wheat export sales	69%	70%		
USDA forecast, Jan. 2007	**23,810**	**27,460**	**(13)**	

(n) indicates negative number.

[1]Based on FAS 2005/06 Marketing Year Ranking Reports - www.fas.usda.gov; Marketing year = Jun 1 - May 31.

[2]Cumulative Exports (shipped) + Outstanding Sales (unshipped); FAS Weekly Export Sales Report.

[3] FAS Marketing Year Final Reports - www.fas.usda.gov/export-sales/myfi_rpt.htm.

[4] Not included - FAS Daily Press Release: Wheat Export Sales to Nigeria on 1/22: 195,000 mt for 2006/07.

Table 16

Grain Inspections for Export by U.S. Port Region (1,000 metric tons)

Port regions	Week ending 01/18/07	2007 YTD[1]	2006 YTD[1]	2007 YTD as % of 2006 YTD	Last 4-weeks as % of 2006	Last 4-weeks as % of 3-yr. avg.	Total[1] 2006
Pacific Northwest							
Wheat	323	746	565	132	150	123	11,083
Corn	121	296	474	63	57	73	9,492
Soybeans	190	313	284	110	113	74	6,049
Total	**633**	**1,356**	**1,323**	**103**	**105**	**95**	**26,624**
Mississippi Gulf							
Wheat	124	264	243	109	119	85	4,124
Corn	851	1,992	1,869	107	108	102	35,462
Soybeans	349	1,179	1,401	84	96	80	16,222
Total	**1,324**	**3,435**	**3,513**	**98**	**105**	**92**	**55,808**
Texas Gulf							
Wheat	92	192	576	33	47	43	5,078
Corn	35	61	36	169	406	271	3,055
Soybeans	8	8	10	81	155	319	153
Total	**135**	**261**	**622**	**42**	**69**	**62**	**8,286**
Great Lakes							
Wheat	0	0	8	0	0	0	1,305
Corn	0	10	0	n/a	206	163	1,595
Soybeans	0	0	0	0	0	n/a	1,010
Total	**0**	**10**	**8**	**126**	**120**	**137**	**3,911**
Atlantic							
Wheat	0	22	15	143	1	206	686
Corn	19	49	32	152	185	258	736
Soybeans	0	4	74	6	5	68	600
Total	**19**	**75**	**121**	**62**	**65**	**68**	**2,022**
U.S. total from ports[2]							
Wheat	538	1,224	1,407	87	104	87	22,277
Corn	1,025	2,409	2,411	100	102	101	50,339
Soybeans	547	1,504	1,768	85	95	76	24,034
Total	**2,110**	**5,138**	**5,587**	**92**	**100**	**89**	**96,650**

[1] Includes weekly revisions

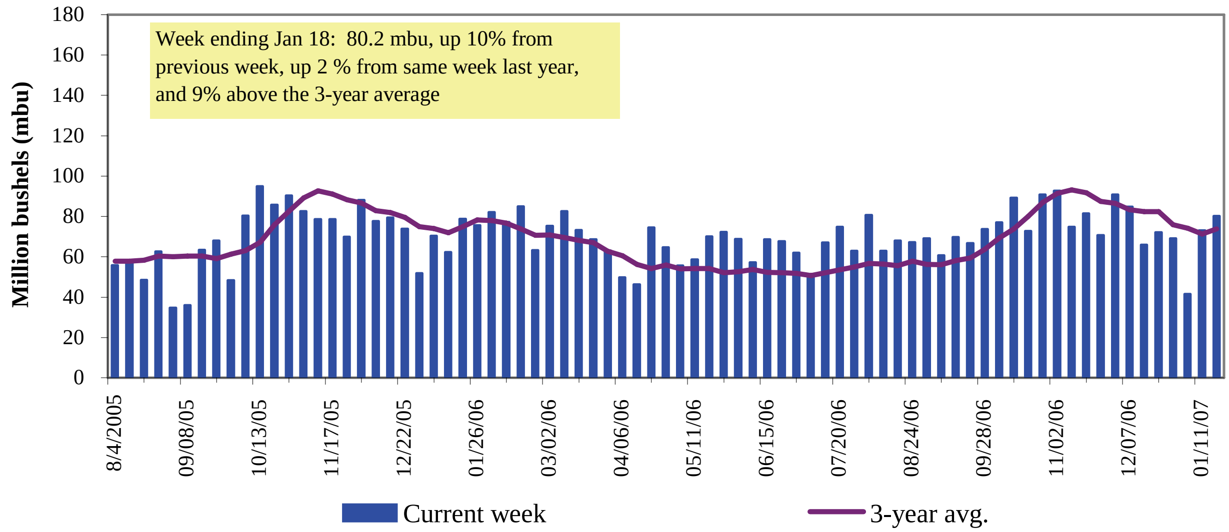
[2] Total includes only port regions shown above

Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov); YTD= year-to-date; n/a = not applicable

The United States exports approximately one-quarter of the grain it produces. On average, it includes nearly 45 percent of U.S.-grown wheat, 35 percent of U.S.-grown soybeans, and 20 percent of the U.S.-grown corn. Approximately 51 percent of these U.S. export grain shipments departed through the Mississippi Gulf region in 2006.

Figure 14

U.S. grain inspected for export (wheat, corn, and soybeans)

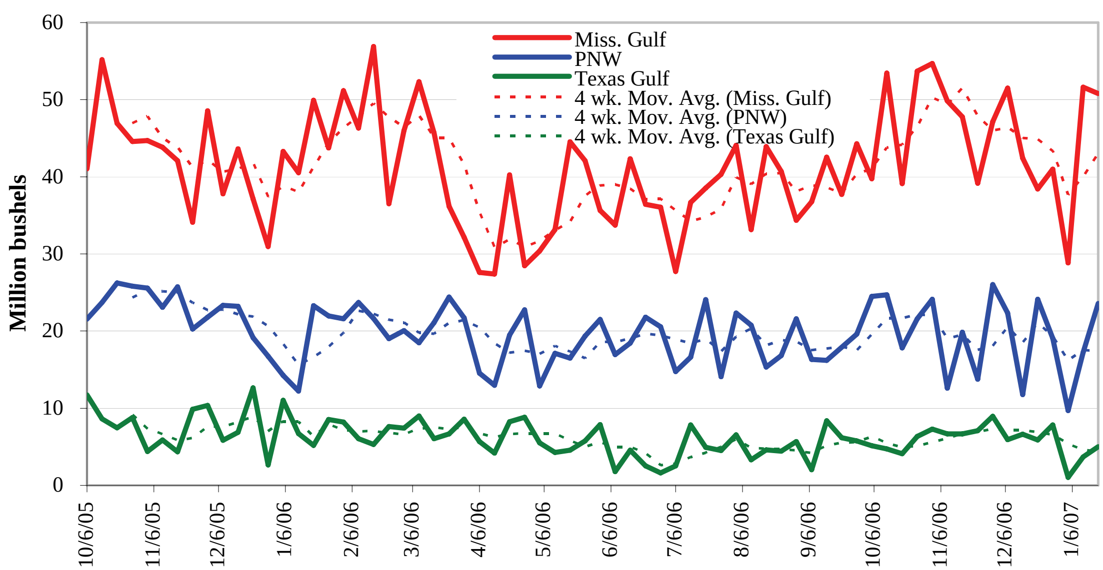


Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Note: 3-year average consists of 4-week running average

Figure 15

Weekly U.S. Grain Inspections: U.S. Gulf and PNW (wheat, corn, and soybeans)



Source: Grain Inspection, Packers and Stockyards Administration/USDA (www.gipsa.usda.gov)

Jan 18: % change from:	MS Gulf	TX Gulf	U.S. Gulf	PNW
Last week	down 2	up 37	up 1	up 37
Last year (same week)	up 2	down 3	up 1	up 1
3-yr avg. (4-wk mov. avg)	up 8	down 30	up 3	up 30

Ocean Transportation

Table 17

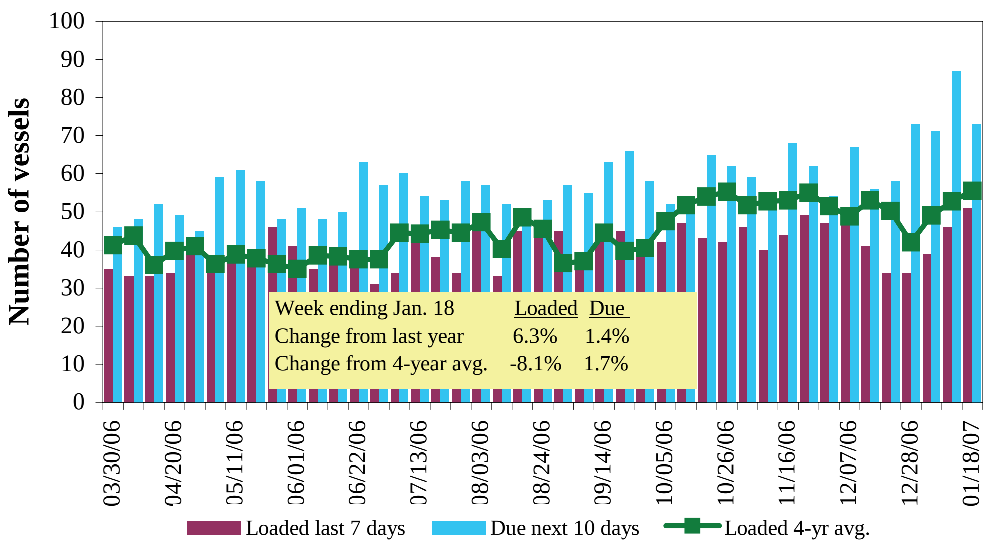
Weekly Port Region Grain Ocean Vessel Activity (number of vessels)

	Gulf			Pacific Northwest	Vancouver B.C.
Date	In port	Loaded 7-days	Due next 10-days	In port	In port
1/18/2007	36	51	73	7	15
1/11/2007	38	46	87	14	10
2006 range	(16..40)	(31..56)	(45..81)	(1..17)	(2..13)
2006 avg.	27	42	58	8	7

Source: Transportation & Marketing Programs/AMS/USDA

Figure 16

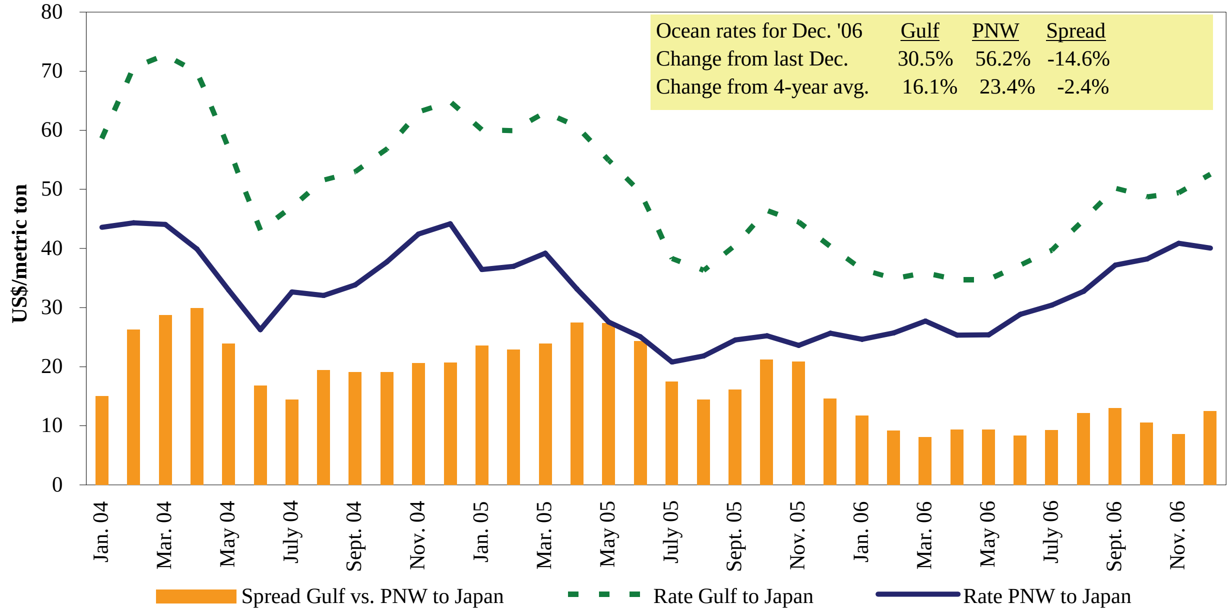
U.S. Gulf[1] Vessel Loading Activity, 2005/06



Source:Transportation & Marketing Programs/AMS/USDA

[1]U.S. Gulf includes Mississippi, Texas, and East Gulf.

Figure 17
Grain Vessel Rates, U.S. to Japan



Source: Baltic Exchange (www.balticexchange.com)

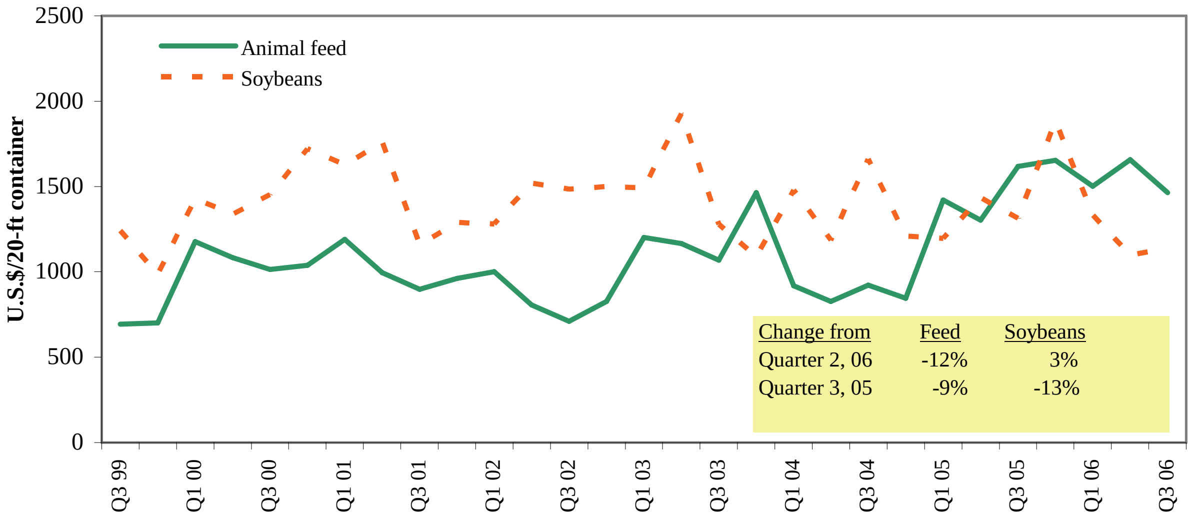
Table 18
Ocean Freight Rates For Selected Shipments, Week Ending 1/20/07

Export region	Import region	Grain types	Loading date	Volume loads (metric tons)	Freight rate (US$/metric ton)
U.S. Gulf	Japan	Hvy Grain	Nov1/15	54,000	50.50
U.S. Gulf	Japan	Hvy Grain	Nov1/15	54,000	50.25
U.S. Gulf	Japan	Hvy Grain	Nov 4/11	54,000	49.50
U.S. Gulf	China	Hvy Grain	Nov 15/20	55,000	46.00
U.S. Gulf	China	Hvy Grain	Oct 15/20	55,000	49.00
U.S. Gulf	Egypt	Hvy Grain	Oct 10/20	60,000	33.50
U.S. Gulf	Sudan/Kenya[1]	Sorghum	Nov 6/16	46,530	92.40
U.S. Gulf	Algeria	Maize	Dec 1/2	25,000	35.25
U.S. Gulf	Tunisia	Maize	Jan 5/10	23,000	50.00
St. Lawrence	Morocco	Hvy Grain	Nov 25/Dec 5	25,000	32.00
Romania	Portugal	Hvy Grain	Nov 20/30	20,000	25.00
Canada	China	Barley	Sept 15/25	50,000	39.75
France	India	Grain	Oct 15/30	60,000	26.00
River Plate	Algeria	Grain	Jan 23/25	25,000	58.00
River Plate	Poland	Grain	Jan 20/30	25,000	49.00
River Plate	Algeria	Corn	Nov 2/7	30,000	46.50
River Plate	Algeria	Soybean Meal	Sept 29/30	25,000	52.00
River Plate	Algeria	Corn	Oct 10/18	25,000	47.00

Rates shown are for metric ton (2,204.62 lbs. = 1 metric ton), F.O.B., except where otherwise indicates; op = option
[1]75 percent of food aid from the United States is required to be shipped on U.S.-flag vessels.
Source: Maritime Research Inc. (www.maritime-research.com)

Figure 18

Ocean Rates[1] for Containerized Shipments to Selected Asian Countries



[1]Rates are weighted by shipping line market share and destination country.

Countries include: Animal Feed: Busan-Korea (9%), Kaohsiung-Taiwan (48%), Tokyo-Japan (19%), Hong Kong (13%), Bangkok-Thailand (10%) and soybeans: Busan-Korea (0%), Kaohsiung-Taiwan (98%), Tokyo-Japan (2%)

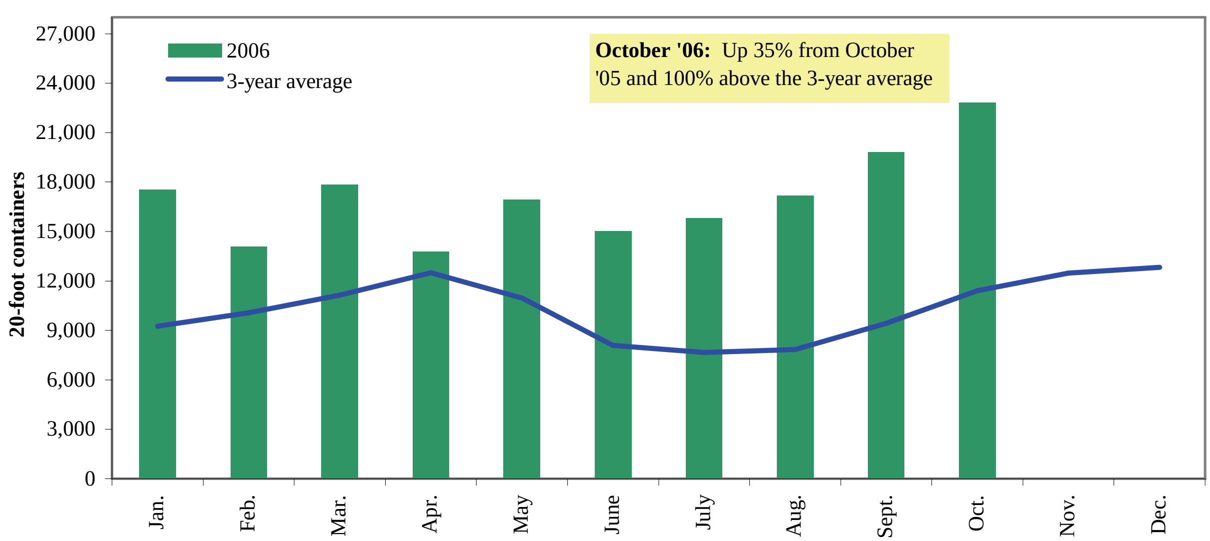
Source: Ocean Rate Bulletin, Quarter 3, 2006, Transportation & Marketing Programs/AMS/USDA

Container ocean freight rates – average rate per twenty-foot equivalent unit (TEU) weighted by shipping line market share and trade route.

During 2005, containers were used to transport 4 percent of total U.S. grain exported, and 5 percent of total U.S. grain exported to Asia.

Figure 19

Monthly Shipments of Containerized Grain to Asia



Source: Port Import Export Reporting Service (PIERS), *Journal of Commerce*

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Agricultural Container Indicators http://www.ams.usda.gov/tmd2/agci/
Ocean Rate Bulletin http://www.ams.usda.gov/tmd/Ocean/index.asp